



## U.S. ENVIRONMENTAL PROTECTION AGENCY - REGION 9

### FACT SHEET

#### Determination of Adequacy of Motor Vehicle Emissions Budgets in the San Francisco Bay Area 2001 Ozone Attainment Plan

February 14, 2002

#### **Today's Announcement**

- EPA is today announcing its determination that the motor vehicle emissions budgets in the San Francisco Bay Area 2001 Ozone Attainment Plan are adequate for transportation conformity purposes.
- EPA is posting this determination on its national transportation conformity website, <http://www.epa.gov/otaq/traq>, to notify the public of the adequacy determination and the impending publication of this determination in the *Federal Register*.

#### **What Are the Motor Vehicle Emissions Budgets in the 2001 Plan?**

- The 2001 Plan demonstrates that the Bay Area will attain the national one-hour ozone standard in 2006 as long as emissions from motor vehicles do not exceed 164 tons per day of volatile organic compounds and 270.3 tons per day of nitrogen oxides. These emissions levels are the proposed motor vehicle emissions budgets for the Bay Area.

#### **What Is Budget Adequacy?**

- Budget adequacy is the process for determining whether the motor vehicle emissions budgets in a submitted SIP are adequate for use in transportation conformity determinations. A budget adequacy determination is not a formal action on the submitted plan but rather a preliminary finding that the budgets will not interfere with attainment. If, after public comment, EPA determines that submitted budgets are adequate, the levels must not be exceeded in any regional transportation plan or transportation improvement program.
- EPA issued guidance on May 14, 1999 describing the adequacy process, which includes an initial Web announcement, a 30-day public comment period and a final determination published in the *Federal Register*. The adequacy determination will take effect 15 days after publication in the *Federal Register*. This guidance is available at the Web site noted above.

- EPA's adequacy criteria are codified at 40 CFR 93.118(e)(4) and can be summarized as follows: 1) the plan was endorsed by the Governor and subject to a state public hearing; 2) the plan was reviewed by federal, state and local agencies prior to submittal, and EPA's concerns were addressed; 3) the motor vehicle emissions budgets in the plan are clearly identified and precisely quantified; 4) the motor vehicle emissions budgets, when considered with all other emissions sources, are consistent with the plan's demonstration of attainment, emissions inventory, and control strategy; and, 5) if the motor vehicle emissions budget is a revision to an existing budget, there is an explanation of the changes.

### **Further Information**

- Information on this determination will be published shortly in the *Federal Register* and may also be accessed at EPA Region 9's Web site:  
<http://www.epa.gov/region09/air/sfbayoz/>.
- For more information, contact Ginger Vagenas at (415) 972-3964 ([vagenas.ginger@epa.gov](mailto:vagenas.ginger@epa.gov)).